

**From:** [Aaron](#)  
**To:** [ahill@washoecounty.us](mailto:ahill@washoecounty.us); [Judi Allen](mailto:Judi.Allen); [wrice@douglasnv.us](mailto:wrice@douglasnv.us); [cindygustafson@placer.ca.gov](mailto:cindygustafson@placer.ca.gov); [blucey@washoecounty.us](mailto:blucey@washoecounty.us)  
**Subject:** Dec 7 - TTD /C Board meeting  
**Date:** Wednesday, December 7, 2022 8:35:07 AM

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Good morning Judi Allen,

I will probably be unable to attend today's meeting due to work but please make sure my public comment herein is sent to all the board and included in public record.

Dear Tahoe Transportation District Board,

Alexis Hill (Primary) & Bob Lucey (Alternate)  
Chair, Washoe County  
Lori Bagwell (Primary)  
Carson City  
Wesley Rice (Primary)  
Douglas County  
Darcie Goodman Collins & Steve Teshara (Alternate)  
South Shore Transportation Management Association  
Cody Bass (Primary) & Tamara Wallace (Alternate)  
City of South Lake Tahoe  
Cindy Gustafson (Primary) & Erin Casey (Alternate)  
Placer County  
Andy Chapman (Primary) & Sara Monson (Alternate)  
Truckee-North Tahoe Transportation Management Association  
Sue Novasel (Primary) & Brian Veerkamp (Alternate)  
El Dorado County  
Vacant  
Tahoe Regional Planning Agency  
Brian Bigley, Heavenly Mountain Resort  
Vice Chair, Member at Large, representing public and private transit services in the Basin  
Kyle Davis  
Nevada Governor Appointee  
Sherry Hao  
California Governor Appointee  
Sondra Rosenberg  
Nevada Department of Transportation (Ex-Officio)  
Sukhvinder (Sue) Takhar  
California Department of Transportation (Ex-Officio)

This comment is to be submitted for public record to

Dec 7 - TTD /C Board meeting,

Agenda item Item IX, G

## Review and Accept the Nevada State Route 28 Corridor Monitoring Report Related to the East Shore Trailhead Operations and Paid Parking Pilot for 2021 - Park Tahoe”

### And Appendix Attachment A

I am appalled by the poorly planned development and management of the east shore, state route 28, by the overseeing agencies. I find this report appalling because it tries to justify the development with flawed logic and flawed interpretation of (“data driven decisions”) statistics. I am oppose the report being approved, I oppose the insinuated benefit to Lake Tahoe’s environment and community and I oppose the report having accurate interpretations of the data.

The east shore is being developed to open up public lands to tourism and recreation. By opening up these lands, agencies are increasing access. By increasing access, agencies are increasing demand and the number of people. By increasing the number of people, agencies are increasing the strain on the environment, increasing vehicle miles traveled and increasing pollution (The report itself shows about 50% from California).

The report’s backwards logic insinuates that there was not an increase in demand due to additional access and that this demand was mitigated to be safer and somehow better for the community and natural environments. The report insinuates that the demand has always been constant (or naturally growing with population growth) and work was done that just allows for better, safer recreational opportunities. This is not true because a new attraction was created.

If agencies’ concern is safety, there are better ways to increase safety of the area in question without increasing access. Increasing access has not increased safety. It has reduced safety because it brings in more people to an already overcrowded area with limited escape exists. The alleged increased safety on the state route itself has exported unsafe and illegal behaviors to adjacent neighborhoods of mobility hubs in low-income neighborhoods. *Please see my public comment on TRPA October 26, 2022 Legal Committee meeting Agenda Item 3) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673) with ~75 pages of photo evidence collected over only a brief observation period.*

The data presented, measures changes and compares between years 2020 and 2021. This data is somehow used to validate an increase in safety, VMT, community, etc. Without compare to similar data pre-development, there is no basis for talking about any improvement. These “date driven decisions” are post-development and unjustified in the claims of any improvements for the overall health of Lake Tahoe among all agencies involved.

It is appalling to say that Lake Tahoe's environment has been improved by the development.

The use of “thermoplastics” is an example of another toxin brought to the lake because of this development and possible forever chemical now in our water supply.

The east shore trail has been built with tons of plastic erosion control that will break down to become macro and micro plastics in the lake. Agencies continue to pat themselves on the back that they prevented erosion by use of these plastics. Increased access and development can cause more erosion.

It is appalling to claim that VMT has been reduced and more people use bicycles and walk when in fact this development increased access to MORE humans biking, walking, driving here and accessing this part of the lake. The report even states “430,000 bike and pedestrian trips“.

It is appalling to say that this “reduces congestion” when in fact it brings more people into the basin by the creation of access.

VMT has increased because there is a new tourist attraction to bring people from all around the world here. The report itself states that 24-33% of people are first time visitors.

The report pats everyone on the back that agencies coordinated together. While the term, “sustainable development” was not actually used, the oxymoronic thinking is implied throughout.

It is appalling to say that it attempts to balance community and visitor needs when in fact it's a burden to the community. The pushed development of the old elementary school is a burden on the community at large. The underwhelming parking near the Ponderosa ranch is a burden to the community and environment.

It is appalling that a parking garage was not built to accommodate the increased demand created and instead a single story paid parking area that takes up a great deal of land for the east shore trail. This parking area is so small and costs money that people will park all the way up highway 28 from the Waste Management to Country club to avoid paying (I have old video footage of this). Parking at this location even on 4<sup>th</sup> of July before the east shore trail was never a problem and free.

The statement in the report, "TTD is currently working on a grant award contract to design and construct additional parking spaces adjacent to the existing Ponderosa Ranch Road parking and organize parking at Rocky Point." is APPALING. The TTD already got a grant to buy the OES and should SELL the OES to fund this. What TTD and all these agencies have created was not built to meet the new demand and thereby pushing an additional bus station and parking lots in the lowest income neighborhoods of Incline Village. It is like building a nuclear power plant without a plan on where to store the radioactive waste, cooling water, or what to do with it. TTD continually pushes for justification of the old elementary school site, instead of a parking garage at the Ponderosa Ranch or collaborating with IVGID or the Hyatt where it makes sense in the tourism district.

It is appalling how the demand based pricing strategy will catch some visitors off guard and could force them to waste their trip driving even more miles to re-plan or parking in unofficial areas and neighborhoods.

It is appalling that our agencies are overdeveloping the east shore. This pushes us beyond safe carrying capacity of the environment. We are approaching surpassing emergency services and infrastructure to meet the newly created demand around Sand Harbor.

The report makes several mentions of encouraging carpooling but has no data based on actual increases in carpooling. I would contend that people carpool the same whether or not it is “encouraged”.

"Since the approval of the CMP, the Incline Flume Trail was improved and some local

businesses expanded to serve visitors at the trails, which has increased the need for additional parking over the original projections in the CMP. "

YOU THINK????????? Clearly, the forces behind this development do not understand that they created an additional attraction, additional demand and underestimated this project. This taxes our environment and our community health using our own tax dollars against us.

Lastly but most importantly, the development of the east shore is destroying the very reason people come to Lake Tahoe. Due to a fortunate series of events involving George Whittell, the east shore was saved from development. This made this part of the lake cherished. That is no longer the case with current and further development and opened up access. Not only that, the created demand has surpassed agencies projects of increased burden on the environment, communities, and especially the low-income neighborhood facing a congestive and unsafe bus station (mobility hub).

The following quote is a complete lie proven by evidence presented in my TRPA complaint.

*"The data clearly shows the value of ESE mitigating personal vehicle use to access Lake Tahoe and the reduction of VMT as an integral part of the entire SR 28 CMP multi-modal approach. By preventing visitors from "looking for parking" or "waiting for Sand Harbor lots to open," the ESE is reducing the miles traveled by personal vehicles, the congestion caused by vehicles circling the area looking for parking, the impacts on local Incline Village business parking lots, unnecessary idling while waiting for the Sand Harbor lots to open, and illegal and unsafe street and highway parking. The ESE is one part of a larger corridor approach for*

*SR 28 and a Basin-wide approach to shifting travel modes and patterns to distribute demand and build sustainable operating and maintenance strategies across the multi-jurisdictional Basin."*

This report claims a reduction in VMT looking for parking along the east shore but fails to account for the additional VMT due to the increased demand caused by the development of the east shore without adequate transit to and from the basin in the first place. This increased number of tourists actually increases VMT because more people are looking for parking.

My personal observations, photos and videos disagree with claims that it reduces people "looking for parking", reduces illegal and unsafe driving, idling, or business impacts. VMT was increased because of new access, new attraction and new services.

Approving this report full of lies and deceptive language will forever be in the record for future generations to be appalled by the loss to their quality of life (as current generations are experiencing).

This public comment has no financial gain and is actually a loss of my time to fend off ill thought development and deceptive development.

Sincerely,

Aaron Vanderpool

806 Oriole Way

DATE: December 7, 2022

TO: Tahoe Transportation District Board of Directors

FROM: Denise Davis

RE: 12/7/2022 Agenda Item IX. G - Review and Accept the Nevada State Route 28 Corridor Monitoring Report Related to the East Shore Trailhead Operations and Paid Parking Pilot for 2021 - Park Tahoe

Dear Board of Directors:

After reading the above-referenced report, I felt the need to speak from a point-of-view not represented - that of resident. I'm a full-time resident of Incline Village whose home is directly across SR 28 from the East Shore Trail parking lots. I see the parking lot activity every day. I also see things occurring in my neighborhood that cause concern.

I'm familiar with many of the plans for the SR 28 corridor and I look forward to solutions to the problems we face. However, some of those plans will take years to implement. What will be done in the meantime? I've included photos and brief commentary to show the results (unintended consequences?) of plans implemented so far. I've watched the problems grow from year to year. Failing to address them now is a disservice to Tahoe's residents and all those who visit the basin.

Despite empty spaces in the three East Shore Trail parking lots, people are choosing to park outside the lots. This is creating a variety of safety hazards.

Looking down Sweetwater Road toward SR 28.

IVGID and Waste Management have both made comments that they've had problems getting trucks in and out of their facilities. I've had a difficult time seeing people who are near vehicles; they are often preoccupied with their gear or preparing for their activity and are not aware of the activity around them.

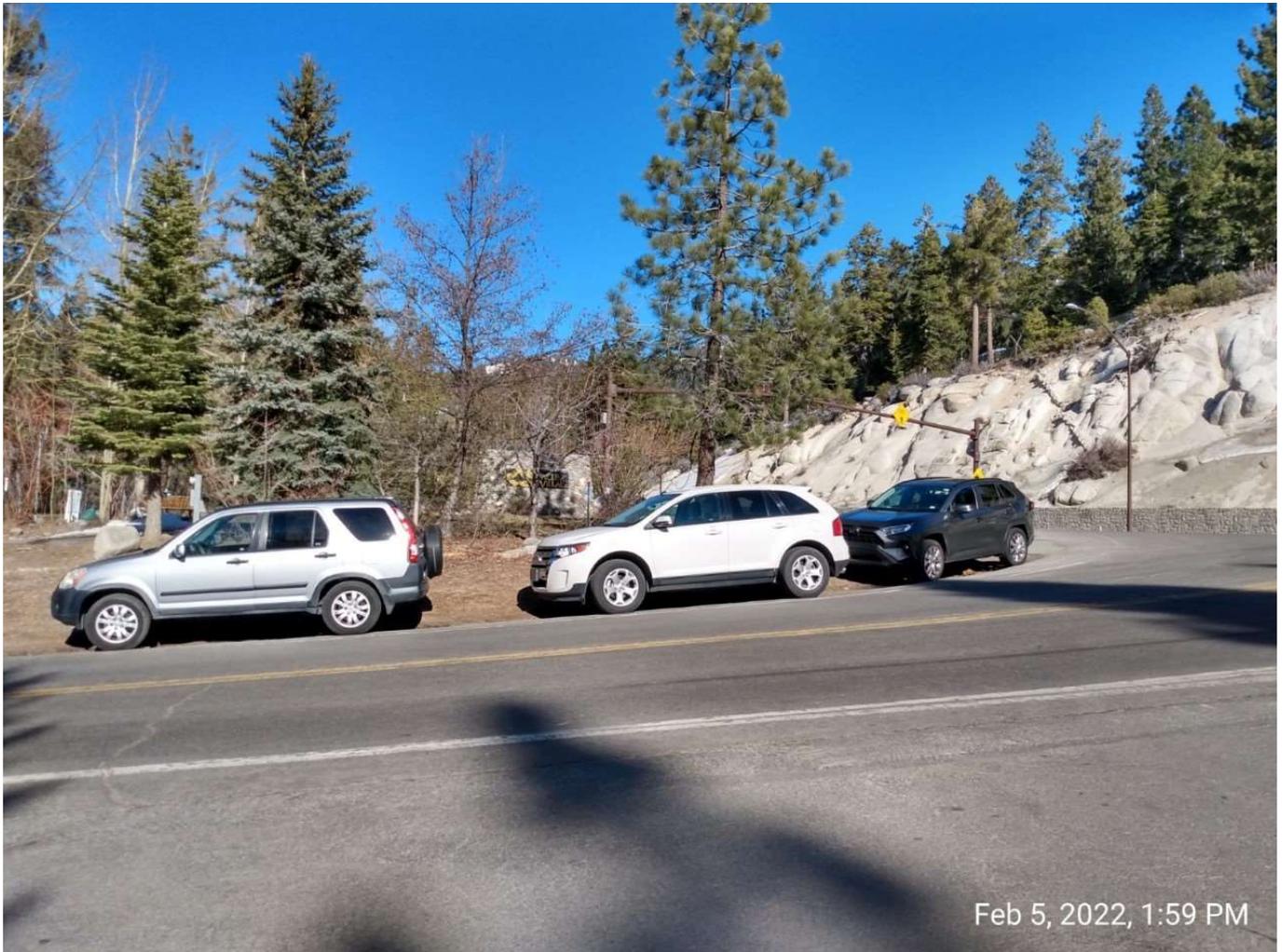


Blocking hydrants.



Parking around the curve at the SR 28 and Lakeshore Blvd intersection.

This intersection already has visibility problems due to the curve and drop in elevation. The speed limit difference (45 mph versus 25 mph) also is problematic.



Side-by-side parking turns the corner area into a parking lot.

I've seen as many as nine cars parked in this dirt area. The result is a LOT more people in and around the cars, and they're often in the travel lane because there's little space.



Parking in the No Parking zone beside the right turn lane onto Lakeshore.



Parking on the wrong side of the street, in the travel lane.  
(This was at the intersection of Lakeshore and Tramway.)



WCSO has been very helpful and responsive when these situations are reported. However, they have other things to attend to besides parking. It's also not the responsibility of residents to patrol their neighborhoods and report to law enforcement.

After-hours parking.

There is occasional overnight parking in the lots.



After-hours parking is also popular during full moons, when people like to walk the trail in the moonlight.

On February 5, 2022, I stopped to take pictures after observing two families pushing strollers beside SR 28.

Washoe County says it can't plow the parking lots due to the permeable pavers.

Not plowing does not deter visitors.

People walk the East Shore Trail every day of the year, no matter the weather.

This amount of snow and ice remained on the ground after a completely dry January.



Several groups were walking along SR 28.  
The speed limit in this area is 45 mph.

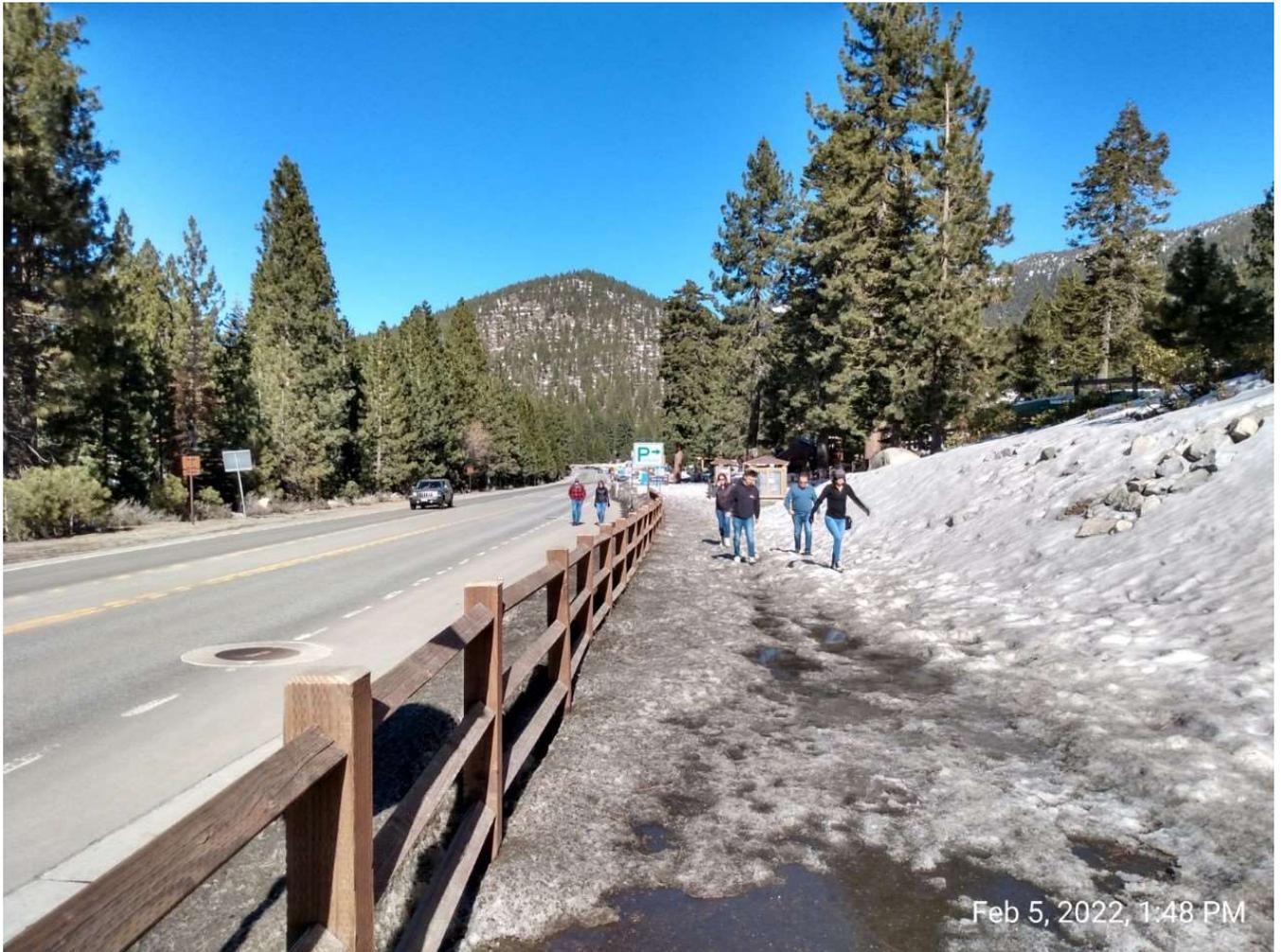


This group decided not to continue walking along the highway.



Feb 5, 2022, 1:47 PM

After climbing over the barrier, they gingerly made their way along the trail in the ice and snow.



Those who didn't want to walk along the highway struggled thru the ice and snow.



Trash receptacles were not accessible to the public, adding to the basin's trash problems.



Feb 5, 2022, 1:46 PM

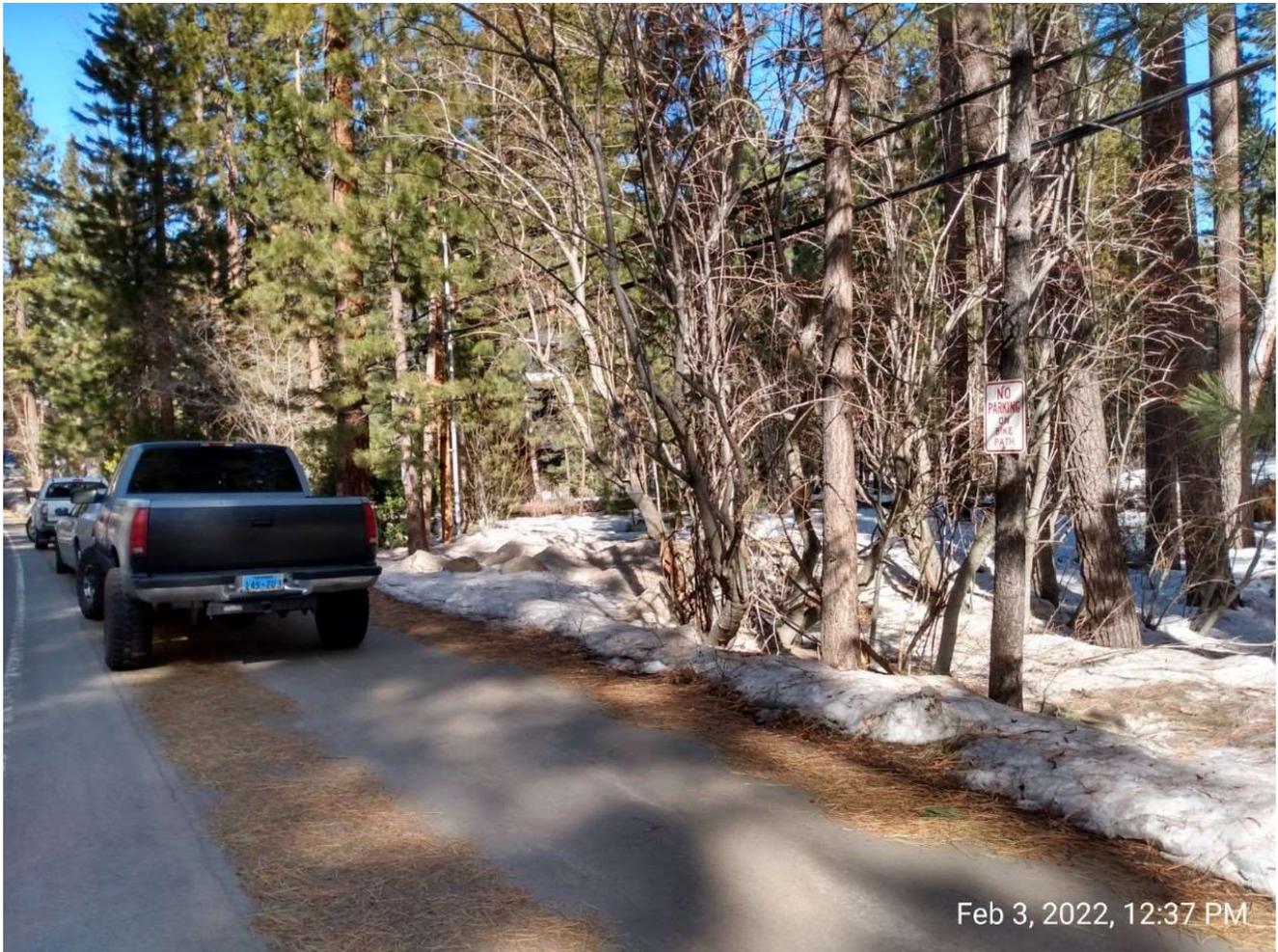
Those who didn't want to walk along the highway or in the snow parked on Lakeshore Blvd.



Cars now often line Lakeshore Blvd, which saw little on-street parking prior to the East Shore Trail.

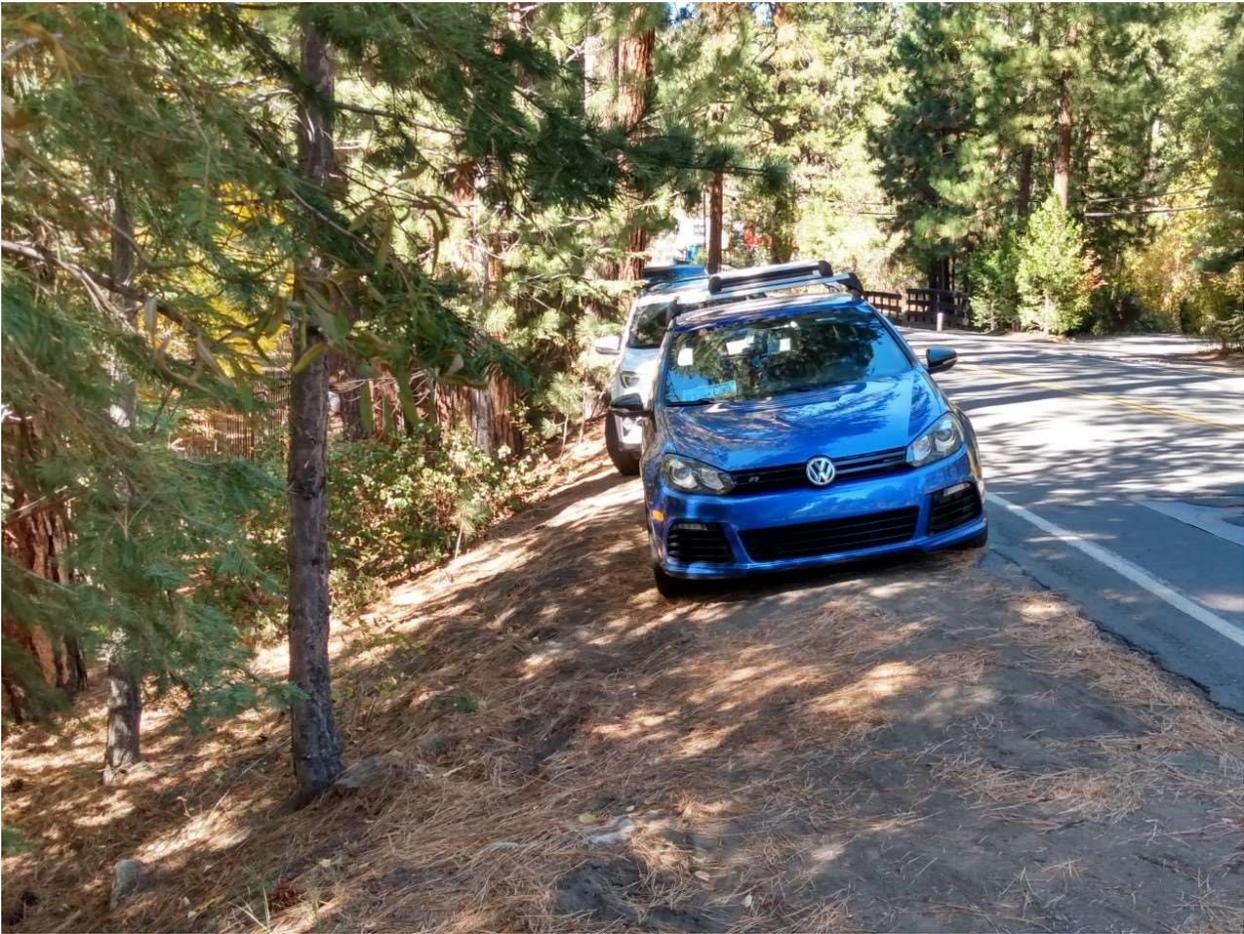
Parking on the path on Lakeshore Blvd.

The path on Lakeshore gets heavy pedestrian and bicycle use, so parking on the path forces people onto the street.



Increased parking in sloped areas will speed erosion.

This is looking west, near 1120 Lakeshore Blvd.



This is the north side of Lakeshore Blvd, just east of the SR 28 and Lakeshore intersection.

There is now a path worn into the dirt from the pavement of Lakeshore Blvd to the path along Lakeshore Blvd.



This is looking east, near 1142 Lakeshore Blvd.



There are several confusing Do Not Park signs on Lakeshore, near the SR 28 intersection. I'm a resident and I'm not sure I can figure out where parking is allowed.

There's a variety of signage on SR 28, beginning at the intersection of Country Club Drive and SR 28 and heading east toward Tunnel Creek Cafe. There are bike path signs, then there are No Parking signs and bike path signs as you near Sweetwater Road. (The speed limit has also increased to 45 mph by this point, but vehicles are often going faster after coming down the hill.) Continuing toward Tunnel Creek Cafe, there's little pavement for bicyclists, so they're often in the dirt. I also see pedestrians walking on that side of the highway, in the dirt. I'm not sure how they're getting to that side, or why.

At the entrance to the Tunnel Creek parking lot (for the trail, not the cafe), there's a lot of confusing signage (one of which is Do Not Enter). I've watched several vehicles stop or make U-turns because they don't know what to do.

During the summer, I saw a lot of people crossing SR 28 south of Lakeshore Blvd, south of the crosswalk. People continue to walk along the roadway, in the travel lanes. This is dangerous for everyone with all the curves in the area.

After an especially hazardous drive to Sand Harbor, I sent the following email to Commissioner Hill, Washoe County Manager Eric Brown, and consultant Amy Cummings:

**From:** Denise Davis

**Sent:** Friday, July 22, 2022 12:48 PM

**To:** Alexis Hill <ahill@washoecounty.gov>; Brown, Eric P. <EPriceBrown@washoecounty.gov>

**Cc:** ACummings@parametrix.com <ACummings@parametrix.com>

**Subject:** SR 28 - parking and pedestrian problems

Last weekend, the roadway between Incline Village and Sand Harbor was a free-for-all. I expect that to continue this weekend.

On Sunday, I was driving to Sand Harbor at 4:30 pm for my volunteer shift at the Shakespeare festival. Vehicles were parked on both sides of the pavement, including in the pullouts with "No Parking" signs. The parking was nearly solid from Incline to Sand Harbor. People are aware the Nevada State Police are understaffed and therefore they're unlikely to get ticketed for parking. Perhaps a Memorandum of Understanding with WCSO needs to be considered to deal with this stretch of road.

Pedestrians were walking everywhere, including in the highway travel lanes. People getting in and out of cars were also on the highway.

Folks are cutting off the path [East Shore Trail] and across the highway to the bus pullout. I took these photos earlier this year; the situation continues.

